

Message Text

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ACTION EB-11

INFO OCT-01 ARA-16 ISO-00 L-03 SS-20 NSC-10 CAB-09 CIAE-00

COME-00 DODE-00 INR-10 NSAE-00 RSC-01 FAA-00 DOTE-00

DRC-01 /082 W

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R 191201Z OCT 73

FM AMEMBASSY BUENOS AIRES

TO SECSTATE WASHDC 3987

INFO AMEMBASSY CARACAS

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E.O. 11652: N/A

TAGS: ETRN, AR

SUBJ: US/ARGUNTINE CIVAIR ARRANGEMENTS: NEW DIFFICULTIES

1. S*MMARY: ARGENTINE CIVIL AIR AUTHORITIES, IN APPROVING WINTER SCHEDULES FOR PAN AMERICAN AIRLINES (PAA), TOOK EXCEPTION TO PAA'S PLAN TO STOP AT CARACAS ON SAN FRANCISCO/BUENOS AIRES ROUTE ALTHOUGH SUCH STOP AUTHORIZED IN ROUTE PERMIT. PAA SEES PLAN OF OPERATIONS UPSET AND IS PROTESTING. EMBASSY SEEKING ASSISTANCE FROM FONMIN ON PROBLEM. NO ACTION REQUESTED.

2. ON OR ABOUT SEP 21, 1973, BRANIFF AND PAA FILED FOR APPROVAL WITH DNTAC NEW SCHEDULES WHICH THEY WISHED TO SEE AUTHORIZED FOR NORTHERN HEMISPHERE WINTER SEASON BEGINNING ON OCT 28. WE UNDERSTAND THAT IN BRAJIFF'S CASE, THIS WAS LARGELY A CHANGE IN HOURS FOR DEPARTURE AND ARRIVAL WITHOUT ANY SIGNIFICANT CHANGE IN OPERATIONS OR ROUTING. PAA, ON OTHER HAND, INDICATED IT PROPOSED SEVERAL CHANGES IN OPERATIONS ALONG ITS ROUTES DROPPING OR ADDING VARIOUS CITIES ALL OF WHICH ARE INCLUDED IN ROUTE DESCRIPTION AS APPROVED IN PAST BY GOA.

3. IN EARLY OCT BOTH US AIRLINES BEGAN TO INDICATE THEIR CONCERN THAT DNTAC APPROVAL WAS NOT FORTHCOMING IN ROUTINE

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AND PROMPT FASHION. ON OCT 11, WHILE MEETING WITH FONMIN'S

UNDERSECRETARY TETTAMANTI, DCM TOOK OCCASION TO MENTION PROBLEM OF CONTINUED DELAY IN APPROVAL OF WINTER SCHEDULES AND REQUESTED TETTAMANTI'S ASSISTANCE IF IT APPEARED NECESSARY. TETTAMANTI PROMISED TO INVESTIGATE MATTER AND ATTEMPT SPEED DNTAC DECISION.

4. ON OCT 17 BRANIFF WAS NOTIFIED THAT ITS PROPOSED SCHEDULE WAS APPROVED AS SUBMITTED WHILE PAA WAS ADVISED THAT IT WOULD NOT BE ALLOWED TO INCLUDE CARACAS ON ITS ROUTE FROM BA THROUGH BRASILIA, CARACAS, PANAMA, LOS ANGELES, SAN FRANCISCO AND VICE VERSA.

5. BY WAY OF BACKGROUND IT SHOULD BE NOTED HERE THAT FOLLOWING APPLICATION WITH GOA IN APR 1961 FOR A ROUTE BETWEEN BA AND SAN FRANCISCO, AND AFTER PRESSING APPLICATION FOR ALMOST FOUR YEARS, PAA WAS GRANTED BY PRESIDENTIAL DECREE, A ROUTE WHICH INCLUDES LOS ANGELES, GUATEMALA, PANAMA, CARACAS, BRASILIA, RIO, SAO PAULO AND MONTEVIDEO AS AUTHORIZED STOPS. RESOLUTION OF COMMANDER-IN-CHIEF ARGENTINE AIR FORCE DATED AUG 28, 1967, GAVE PAA PERMISSION TO FLY ABOVE ROUTE WITH TWO FREQUENCIES PER WEEK. OVER THE YEARS PAA HAS FLOWN THE ROUTE WITHOUT USING ALL OF THE AUTHORIZED STOPS AT ALL TIMES. IN THE RECENT PASU IT HAS NOT BEEN STOPPING AT CARACAS ON THIS ROUTE BUT HAD DECIDED TO DO SO FOR WINTER SEASON 1973/74.

6. NOTICE BY DNTAC TO PAA DELIVERED ON OCT 17 (DOCUMENT IS DATED OCT 10) STATED AS FOLLOWS: QUOTE CONSIDERING THE STANDSTILL ARRANGEMENT (SITUACION DE NO INNOVAR) WITH RESPECT TO EXISTING TRAFFIC AGREED RECENTLY BETWEEN THE TWO AUTHORITIES, UNTIL NEGOTIATIONS SOON TO BE UNDERTAKEN ARE FINALIZED, TRAFFIC BETWEEN CARACAS AND BUENOS AIRES IS NOT AUTHORIZED ON PAA 515/516. END QUOTE.

7. EMBOFFS HAD OPPORTUNITY AT LUNCH WITH TETTAMANTI ON OCT 17 TO BRING THIS NEW PROBLEM TO HIS ATTENTION. WE POINTED OUT THAT DNTAC APPEARED TO BE CANCELLING RIGHTS WHICH PAA HAS ENJOYED FOR MORE THAN EIGHT YEARS AND THAT DNTAC ACTION OF THIS NATURE COULD NOT BE HELPFUL IN SETTING STAGE FOR PROPOSED NEGOTIATIONS IN NOVEMBER. TETTAMANTI INDICATED HE WOULD INVESTIGATE THE PROBLEM WITH GOA AUTHORITIES AND WOULD BE IN COMMUNICATION LIMITED OFFICIAL USE

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WITH EMBASSY AS SOON AS POSSIBLE. WE ARE AWAITING HIS RESPONSE. IN THE MEANTIME, PAA IS PREPARING A FORMAL REQUEST TO DNTAC FOR RECONSIDERATION OF ITS DECISION. LODGE

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